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The China Mail.

ESTABLISHED 1845

THE
OVERLAND CHINA MAIL
(PUBLISHED EVERY
WEDNESDAY.)
Contains the Weekly News
of Hongkong and the
Far East.
Prices (including Postage) to any
part of the world \$12
per annum.

No. 17,069

號三月正年八十壹百九千壹英

HONGKONG, WEDNESDAY, JANUARY 30, 1918.

日丁次歲年七國民華中

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.

SOLE AGENTS:
A.S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS
HONGKONG.
Tel. 616

NOTICE.

ANY EUROPEAN NON ASIATIC or
INDIAN sailing to leave the
Colony should apply in person at the
General Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
reside in the Colony for more than
7 days are required to Register their
names under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

NORTH BRITISH & MERCANTILE
INSURANCE CO.
WHICH HAS COVERED THE SHIPS OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AS AT DECEMBER, 1914.
\$23,970,367.
Authorized Capital, \$5,000,000.
Reserve Capital, \$2,500,000.
Paid-up Capital, \$2,437,500.
II—Fire Funds, \$3,837,047.
III—Life & Annuity Funds, \$17,567,590.
Sinking Fund Account, 122,220.
\$23,970,367.
Revenue Fire Branch, \$2,381,456.
Life and Annuity, \$2,141,583.
Revenue Marine Department, \$37,239.
Other Receipts, 478,940.
\$5,339,228.
The Accumulative Funds of the various
Branches are separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.,
Agents.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAY
7.30 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT CARS
8.30 p.m. to 9.30 p.m. Every 15 minutes.
9.30 p.m. to 11.00 p.m. Every 10 minutes.
11.00 p.m. to 11.45 p.m. Every 15 minutes.
11.45 p.m. to 12.00 a.m. Every 10 minutes.

SUNDAYS
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 6.50 p.m. Every 10 minutes.
6.50 p.m. to 7.00 p.m. Every 15 minutes.

NIGHT CARS as on Week Days.

SATURDAY
Extra Car at 12 midnight.

SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

Season and round tickets available for
all cars not already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
Season tickets will be issued until
February 1st.

Shoppers have been made in Bank
Street on by Charge or Conductor order
on accompanying Bank Note.

JOHN D. HUMPHREYS & SON,
General Managers.

BUSINESS NOTICES.
W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.

Steam and Motor Vessels,
Steel Building Work of every Description,
Castings, Forgings, Repairs and Supplies.

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STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
Sailings:—To Macao daily at 8 a.m. (Sundays 9 a.m.) and
2 p.m. (Sundays 1 p.m.).
From Macao daily at 7.30 a.m. and 2 p.m. (Sundays 3 p.m.).

Further information may be obtained at the Company's Office, Hotel Marlborough,
or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DRAGON MOTOR CAR CO.

SOLE DISTRIBUTORS FOR THE FAMOUS



TELEPHONE 482
COME AND INSPECT
BEST CARS IN THE COLONY FOR HIRE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1913.

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OLD

BROWN BRANDY

25 YEARS IN WOOD.

A. S. WATSON & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

TELEPHONE No. 616.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BEAMS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Slipways and can accommodate any craft

of 300 feet long.

Town Office, 45, Queen's Road Central, Hongkong. Telephone No. 425.

Shipyards, Sheu Sai Po, Kowloon, Hongkong. Telephone No. 9.

Estimates furnished on application.

WONG YING WA, Manager.

Re-opened, April 1, 1915.

BUSINESS NOTICES.

TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION.
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —
— OF HONGKONG LTD. —
AGENTS:
SUTHERLAND & SWIRE
— TELEPHONE No. 212 —
— TAIKOO DOCK —

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 350 lbs. net.

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GENERAL MANAGERS.

Just received a Shipment of
**GIMBALL'S AMERICAN
CHOCOLATE.**

Prices Moderate.

VICTORIA DISPENSARY.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART
MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Attaining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies

rooms, Billiard Garden.

Terms:—From 30 pence per day. Telegraph and Post Office.

P. O. PRUSTEL, Manager.

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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE
IT WHILE AWAY.

Price \$12 per annum, including postage.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the [China Mail].)

**PETROGRAD BEING
DECIMATED BY
DISEASE.**

SPOTTED TYPHUS AND SMALL
POX RAGING.

London, Jan. 29.

The Times Petrograd Correspondent reports that the newspapers at last reveal that the population of Petrograd is being decimated by epidemic diseases, the result of malnutrition. Spotted typhus is raging with unprecedented severity. All sanitary organization has been abolished or has broken down, while the proletariat menials in hospitals dictate to the doctors and nurses. Many are suffering from chronic sore throat owing to the excess of straw chaff in bread. Gastric trouble, typhus and small pox are spreading.

**RUSSIANS BREAK RELATIONS
WITH RUMANIA.**

Petrograd, Jan. 29.

The Bolsheviks announce that diplomatic relations with Rumania have been broken off.

AIR RAID ON LONDON.

A REPETITION AT NIGHT.

London, Jan. 29.

The Press Bureau states that there was a further attack by enemy aircraft on London after midnight and bombs were dropped at 12.30 this morning.

THE WESTERN FRONT.

HOSTILE ARTILLERY ACTIVE.

London, Jan. 29.

Field-Marshal Sir Douglas Haig reports:—
Hostile artillery has been active in the neighbourhood of Havincourt and to the north-east of Ypres.

LATER.

Field-Marshal Sir Douglas Haig reports:—

We drove off raiders in the neighbourhood of Arleux-en-Gohelle. There was great hostile artillery activity in the Monchy-le-Preux sector.

One of patrols, to the north-east of Ypres, did not return.

THE "GOEBEN"

AMSTERDAM, Jan. 29.

A telegram from Constantinople claims that the Goeben is quite fit for service, and that the aerial attacks inflicted only unimportant damage to the funnel and armoured plating.

THE BRITISH REPORT.

London, Jan. 29.

The Admiralty states that despite bad weather, in the course of several raids bombs were dropped on the Goeben and the gun positions at Nabatepe. The position of the ship was unchanged at noon yesterday.

A CORRECTION.

A correction has come to hand of a message which appeared in this China Mail last night relating to the scarcity of food in Vienna. The message should read: "All restaurants in Vienna are closed, owing to lack of potatoes, vegetables, and flour."

THE SILVER MARKET.

London, Jan. 29.

The Silver Market is inactive.

**GENERAL SMUTS ON
GERMAN COLONIAL
AIMS.**

GERMANY WANTS NOT COLONIES
BUT STRATEGIC POSITIONS.

London, Jan. 29.

General Smuts, lecturing to-night before the Royal Geographical Society on East Africa, contrasted the German and British points of view on colonial and world politics. He emphasised that Germany was not seeking colonies after English modes. She was not looking for homes for German settlers. The German East African and West African colonies, practically had no white population before the war. He quoted a speech by Baron von Rechenberg, ex-Governor of German East Africa, showing that Germany, owing to shortage of agricultural labour, could not afford to encourage emigration. Baron von Rechenberg said: "Regrettable though it is, there can be no question at the conclusion of peace of acquiring extensive territories for settlement. There is no appropriate country and no farmers to settle on it." German colonial aims were really not colonial but entirely dominated by far-reaching conceptions of world politics. Her real aims were not colonies but military power and strategic positions for exercising world-power in the future. Her ultimate object in Africa was the establishment of a great Central African Empire comprising not only her pre-war colonies, but also the English, French, Belgian and Portuguese possessions south of the Sahara and Lake Chad and north of the Zambesi. She was now claiming the return of her colonies in order to resume her interrupted march towards this objective.

EARLIER TELEGRAMS.

AIR RAID ON ENGLAND.

LONDON BOMBED.

London, Jan. 29.

A Press Bureau communiqué states: Hostile aeroplanes crossed the Kent and Essex coasts at 8 o'clock in the evening, going towards London. Some penetrated the Capital and dropped bombs. Our airmen brought down one machine on the Essex coast.

ANDANIA SINKS.

London, Jan. 28.

The Cunard liner, s.s. Andania, has sunk.

IRISH STEAMER TORPEDOED.

NO WARNING GIVEN.

London, Jan. 28.

The Irish steamer, Cork, was torpedoed without warning at night-time and sank in five minutes. Seven passengers and five of the crew were drowned. Thirty survivors were landed at a western port.

GERMANS REPORT "GOEBEN" REFLOATED.

London, Jan. 29.

A German official message states the Goeben has been refloated and has entered the Dardanelles.

BRITISH AERIAL WORK ON ITALIAN FRONT.

London, Jan. 28.

A British official communiqué from Italy states:—
We shot down during the past week six aeroplanes.
Since the end of November we shot down 37 and drove down two enemy machines.
Five of our machines are missing.

INTIMATIONS

NOTICE.

THE HONGKONG & CHINA GAS CO. begs to notify its Consumers and the Public that owing to the HEAVY INCREASES in the cost of obtaining its necessities, particularly coal, it has been obliged to INCREASE the PRICE OF GAS by 50 cents per 1,000 cubic feet, making the price \$2.80 per 1,000 cubic feet, dating from the 1st February, 1918.

By Order of the Board of Directors,
GEORGE CURRY,
Local Secretary.

HONGKONG, Jan. 29, 1918.

UNION WATERBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Offices of Messrs. DODWELL & CO., LIMITED, on TUESDAY, the 5th February, 1918, at 11.30 A.M., for the purpose of receiving the Report of General Managers together with a Statement of Accounts to 1st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd January to 5th February, 1918, both dates inclusive.

DODWELL & COMPANY, LTD.,
General Managers.
Hongkong, Jan. 25, 1918.

HUMPHREYS ESTATE AND
FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS of this Company will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 9th February, 1918, at 11.30 A.M. for the purpose of receiving the Reports of the Directors together with a Statement of Accounts for the year ending 31st December 1917. The TRANSFER BOOKS of the Company will be CLOSED from the 4th February to the 14th February (both days inclusive), during which period no Transfer of Shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, Jan. 23, 1918.

G. R.

SANITARY BOARD OFFICE,
HONGKONG.

TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 3 of the DOMESTIC CLEANLINESS AND VENTILATION BY-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by members of more than one family, except those within the European Reservation or within the South of Austin Road, or those parts of a Domestic Building used as a shop, office or under any other special license, and LIMEWASHED THROUGHOUT by the Owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be lime-washed in respect of all the Walls of each Room, all Outside Partitions, Stair Cases and Stair Landings, all Ceilings and the Underneath of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls LIMEWASHED up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be lime-washed, but must be Cleaned.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East, and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North and through the Yau Ma Tei reservoir to the Northern Boundary of Kowloon.

C. M. W. REYNOLDS,
Secretary.
Dated this 23rd Day of January, 1918.

ALFRED HYNDMAN
43 Wyndham Street
Has for sale

CARBON PAPER at \$1.00 per dozen sheets
RIBBONS at \$1.50 each.

UNDERTAKES to clean and repair Typewriters at \$12.00 per machine per annum.

For particulars apply to the above address.
Hongkong, Nov. 7, 1917.

SILIMIPON (SEBATTI)
COAL.

THE Undersigned having been appointed Agents for the COWIEM HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMIPON COAL, trimmed into Lump or SEBATTI, or RANDAKAN (British North Borneo).

SILIMIPON COAL compares favorably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTI or RANDAKAN exclusively for SILIMIPON COAL (either lump or Sebbatti) are exempt from payment of all Port charges.

As Sebbatti Steamers are permitted alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Office of Silimipon Coal (Sebbatti) Harbours, Kowloon and all other information regarding the same, please apply to the undersigned at the above address.

BRADLEY & CO., LTD.
Agents, 40, Queen's Road, Hongkong.

INTIMATIONS

WANTED.

COMPETENT BRITISH BOOK-KEEPER required. Apply, stating experience and giving copies of Testimonials. Good salary to capable man.
Box No. 1809.
C/o "CHINA MAIL," Ltd.
Hongkong, Jan. 29, 1918.

THEATRE ROYAL,
HONGKONG.

TWO GRAND
CONCERTS

SATURDAY, 2nd
and
THURSDAY, 7th Feb.,
at 9.15 p.m.

A. MIROVITCH
(PIANO)

M. PIASTRO
(VIOLIN)

BOOKING AT
MOUTRIE'S.

PRICES:
\$3.00, \$2.00 & \$1.00.

HELENA MAY
INSTITUTE.

CONCERT

Under the Patronage of
His Excellency The Governor.

WEDNESDAY, 30th January,
at 9.15 p.m.

TICKETS \$2 EACH
may be obtained at the Institute.

Proportion of Proceeds in Aid of
WAR CHARITIES.

THE ANDERSON
MUSIC CO., LTD.

SOLE DISTRIBUTORS
FOR
COLUMBIA
GRAFONOLAS
AND
RECORDS.

16, Des Voeux Road. Tel. 1322

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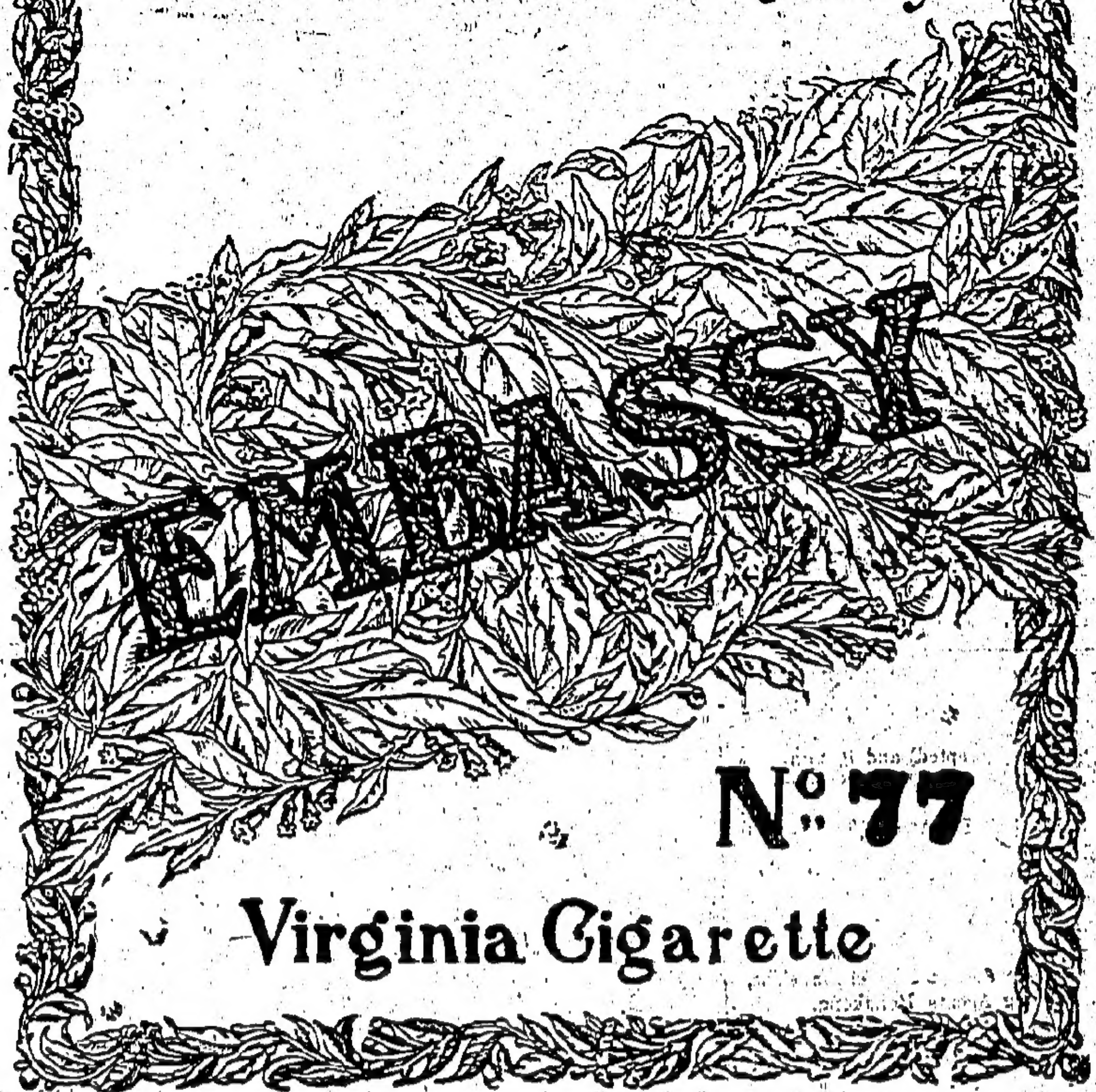
WAI KEE

FLAG & SAILMAKER

No. 118, Des Voeux Road, Central,
Top Floor,
HONGKONG.

Telephone No. 1833.

"The Criterion of Quality"



THIS ADVERTISEMENT IS ISSUED BY THE
BRITISH-AMERICAN TOBACCO CO., LTD.

THE SHIPPING PROBLEM.

OUR OCEAN FRONT.

(BY ADMIRAL SIR CYPRIAN BRIDGER, G.C.B.)

Frequent recurrence to the shipping problem needs no excuse. It is of the first importance, and should be a matter of daily consideration by all of us. Indeed, it ought to be more than that. There is no exaggeration in affirming that we are really called upon to think of it whenever we take a meal—no matter how plain and simple that meal may be. The whole of the tea, coffee, cocoa, and sugar that we consume; three-fourths of the bread; most of the meat—not to mention the large quantities of raw materials necessary to our manufacturers—must be brought to us in shipping. We must also rely upon shipping to carry abroad the exports which we are obliged to send to foreign markets to pay for the commodities which are indispensable to our existence. To be a sea-surrounded country has great advantages, but it also has some disadvantages. It is our good fortune that these disadvantages are of a kind that we can neutralize, if we only will.

In many of its conditions this war is unprecedented. For the first time in history the British Empire has come out as very nearly, if not quite, the greatest military Power in the world. Only two or three weeks ago we were told officially that we had three and a half million troops serving in the various theatres of war outside the boundaries of the British Empire. Nothing like this condition of things has ever been known before. In addition to the numbers above stated there is a great multitude of persons, not fighting men, who have to be provided for as fully as the troops themselves. Altogether, we have to supply the requirements of a number of persons equal to the population of a European Kingdom of respectable size. We have also to provide the immense quantities of munitions which modern armies and navies are continuously expending. All the articles referred to have to be carried by sea, many of them for distances to be measured by thousands of miles. This does not complete the tale of the demands on our shipping. Fuel, food and munitions have to be sent by sea to several of our Allies; and a great part of the work is done in British vessels.

THAT PAIN BEHIND YOUR SHOULDER

is probably due to disordered liver. Pinkettes dispel "liveriness," Constipation, Bilelessness, sick-headaches, clear the complexion, and sweeten the breath.

PINKETTES

the gentlest laxative. Of all doctors or your local druggist, the pinkettes from Dr. Williams' Medicine Co., 20, Rochester Road, Shanghai.

DEMANDS ON MERCHANT MARINE.

When we contemplate the immense work that the British mercantile marine has to perform we can understand why it is that a vast proportion of it is absorbed for naval and military purposes. That proportion has been stated, on good authority, to amount to nearly 64 per cent. of the mercantile ocean-going tonnage. No doubt a proportion of our mercantile tonnage is employed on more or less directly naval and military purposes in time of peace. We can make allowance for this, and still find that in the present war we have less than half the number of ocean-going vessels for feeding and otherwise supplying ourselves that we considered necessary in peace time.

It may be admitted that a good deal has been done by shipping to control and improved organization to reduce the deficiency in available shipping, but no attempt of improvement in organization will enable 40 ships to do the work of 100. Only two things can possibly remedy this—one is to practice vigorous and persistent economy in the consumption of imported supplies, especially food; the other is to throw all the energy of which we are capable into the work of building sea-going cargo-carrying ships. Our continuous cry ought to be—ships, ships, and still more ships!

It will be noticed that the conditions being what they are we should be compelled to carry on an immense ship-building work even if there was not a single hostile submarine in existence. The deprivations of the submarine make more urgent what was already urgent—the necessity of filling up the enormous gap in commercial shipping caused by the demands of our fleets and armies abroad, and the needs of our Allies. It is well that the public should have always before it the operations of the shipping business. It is however, extremely unfortunate that the attention of the public should be but rarely called to the principal cause of the food and other shortage—viz., the diversion of not much less than two-thirds of the shipping previously employed in supplying to us work of a very different character.

The menace of the enemy's submarines is serious and we have to admit that as yet we have by no means averted it. Indeed it is not improbable that it will never be entirely done away with. We have done rather more than prevent aggravation of the menace. We have to some extent reduced it—thanks to no small

measure to the splendid behaviour of our merchant seamen. Its early success—as far as they went—were largely due to the novelty of it. As Admiral Mahan, speaking of a previous commerce-destriving campaign, says: "The victims were taken unawares. In its principal object the German submarine campaign has been a failure. It was intended to starve the United Kingdom into surrender—first within three months; then within six months. It has now lasted nearly ten months, and it has not done what it set out to do."

THE ENEMY'S PRESENT AIM. But though the submarine campaign has failed in its main object, it is, pursuing, with persistence, another object which, unless we take the proper steps to defeat it, will do us great injury. This object is to diminish the number of our ocean-going merchant vessels. Down to the end of 1915 we wisely devoted nearly the whole of our shipbuilding resources to the work of increasing and maintaining the fighting fleet and its many auxiliaries. This policy has been fully justified by the result. We followed it with some modification during a great part of 1916.

The result of the battle of Jutland and its effect on the hostile navy showed us that we could safely divert more of our shipbuilding capacity to turning out cargo-carrying vessels. We had, however, a considerable deficiency to make up. In addition to this we find that the demands of our Allies for indispensable articles growing larger. This accentuates the necessity of putting all our energy into the work of merchant ship building, and seeing that every ship already built, no matter under which Allied flag she may be, should be immediately and continuously employed. We talk much and read much about the "various land fronts" or the "single front." We should do well to talk a great deal more than we do, read a great deal more, and think a great deal more about the ocean-going shipping front. Even when the war is over, sufficiency of shipping will continue for a long time to be an urgent need of ourselves and our Allies.—Daily Chronicle.

The Man Who Gets There

Is the man who has blood—real rich red blood—plenty of it—in his body. WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND makes blood—loss of it—life giving, brain, nourishing, strength, replenishing blood.

OF ALL CHEMISTS

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ROSS'S BINOCULARS and TELESCOPES,

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High Class English Jewellery.

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FOR ALL INFORMATION APPLY TO
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TIENTSIN, NORTH CHINA.

HORLICK'S
MALTED MILK

(MALTED BARLEY, WHEAT,
AND PURE FULL-CREAM MILK)

The Food Drink with all the Virtues.

1. Generates force and vitality.
2. Gives strength and maintains it.
3. Easily digested and completely absorbed.
4. Delicious and refreshing.
5. Ready in a moment.
6. Suits all ages and conditions.
7. Keeps in all climates.

Supplied by all Chemists and Stores.
(in 3 Sizes, 1/4, 2/6 and 11/- (in England).)

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS, ENG.

PRINTING OF EVERY DESCRIPTION

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THE "CHINA MAIL" LTD.,
5, Wyndham Street.

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NO. 2 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 3 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 4 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 5 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 6 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 7 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 8 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 9 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 10 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 11 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 12 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 13 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 14 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 15 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 16 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 17 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 18 DOCK, KOWLOON	51'	17'	10'	10'	5'
NO. 19 DOCK, KOWLOON	51'	17'	10'	10'	5'
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S.S. "HONGKONG"

THE UNDERSIGNED beg to notify the proposed sale by private tender of the Hall of the above-named steamer as she now lies stranded on the East Point of NAUCHAU ISLAND, about twenty-five miles from Kwan Chai Wan.

GENERAL CONDITIONS OF TENDER.

- The vessel is offered for sale as the sea list, with her Engines, Boilers, Anchors and Chains and such other equipment as may be on board, (but no cargo is to be considered in the tender).
 - The vessel is now guarded by the French authorities.
 - All tenders should reach the Office of the Undersigned on or before Noon, SATURDAY, the 9th February, 1918.
 - A Deposit must accompany each tender, the amount of which may be learned at this Office, said Deposit will be returned in case of non-acceptance of tender.
 - The Vendor do not bind themselves to accept the highest or any tender. Further particulars regarding the conditions of sale, and a list of fittings and fixtures to be sold with the ship, can be obtained on application to the Undersigned.
- For and on account of the Concerned.
HUGHES & HOUGH.
Hongkong, Jan. 9, 1918.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. DOO CHUO KEE, to sell by Public Auction,

on
FRIDAY and SATURDAY,
the 1st and 2nd February, 1918, commencing at 2.30 p.m. each day, at his premises "The Old Post Office Building" Queen's Road Central,

A LARGE ASSORTMENT OF

CHINESE PORCELAINS,

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Also
Fine Jadestone Inlaid Screens,
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The greater portion of the above stock has recently arrived from the North and includes pieces from the Ming, Kanghi, Yungching, Kienlung and Tzongkong Periods.

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FOR SALE.

FOR SALE.

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THE Undersigned have received instructions to sell at their Sales Rooms, No. 8 Des Vaux Road, Corner of Ice House Street.

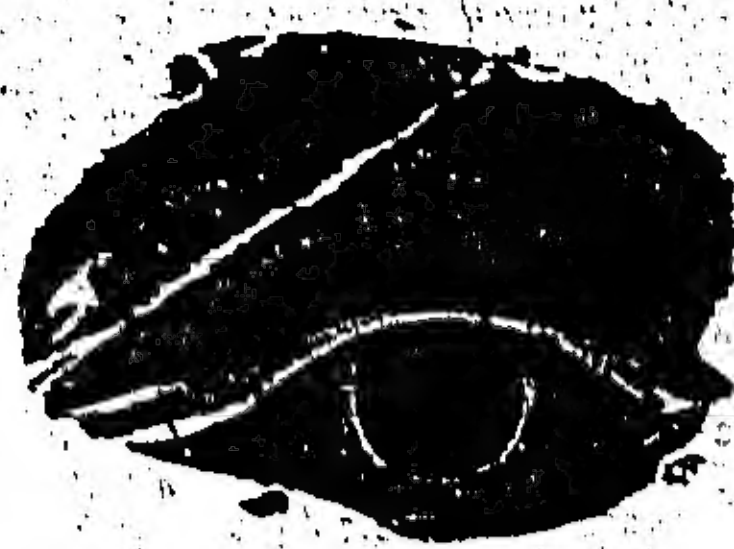
MOTOR YACHT

Built 1910, had very little usage.
Hull—Teakwood.
Length, water-line 20' 9" over all 35'.
Beam—10' 6".
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Motor "Scipia", Heavy duty 14 H.P. Complete with Lavoisier, Refrigerator, a full set of sails and all accessories. Price and full particulars may be had from the Undersigned.

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Hongkong, Jan. 2, 1918.

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At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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IMMEDIATE ENTRY four very
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For rent and other particulars apply
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FLAT in Nathan Road, Kowloon.

Four rooms house in Kowloon.

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THE NATION'S EGGS.

BRITISH BLOODSTOCK SUPREMACY.

Before the war there was probably no industry in which England and Ireland had become more convincingly pre-eminent than that of bloodstock breeding. It is not too much to say that our thoroughbreds, taken collectively, were the envy of all the Continental Powers, who for a century or more had endeavored to rival our breed. The war, however, has put their race on the English plan; they founded their own thoroughbred stud-books. From time to time they bought the pick of English horses in the hope that they would soon become independent of this country. Financial support which they gave to the breeding of bloodstock was on a remarkably generous scale. Yet they never succeeded in wresting our supremacy from us. Certainly they found themselves under the necessity of sending to England to replenish their stock. Buyers from the Continent and elsewhere abroad were always conspicuous at the great bloodstock sales at Newmarket, and their rivalry did much to bring the industry to a condition of unexampled prosperity.

HIGH PRICES.

Three years ago our high-class thoroughbred sire had so greatly increased in value that foreign buyers could not expect to buy a really important winner for less than £2000. And if he wanted a classic winner he would have had to give even more. A few hours after Crispin had been disqualified for the Derby he was supposed to be worth £200,000 by an Argentine breeder. Correspondingly big sums were paid for other winners. The year before last, for instance, a French breeder bought Flying Fox for the record sum at auction—£7,500 guineas—and a foreign Government would also have secured Prince Talisman if Mr. J. J. Fox had not stepped in and bought him for £20,000. At the time of the outbreak of the war Germany possessed two of our Derby winners—Ard Patrick and Galtee More. Austria-Hungary owned Silver Gallop, Woodstock and other English classic winners. Russia had bought Minora, Aboyeur, and others. Italy and the U.S.A. also possessed valuable English sires. Each of these had cost many thousands of pounds. The thoroughbred bloodstock industry, therefore, was bought on a grand scale by foreigners. In the year before the war 715 lots were sold for the amazing sum of £308,888 guineas at the December sales, a considerable proportion of which being bred in England. It was the active bidding of the foreign agents.

THE ATUO BOOK.

Our supremacy in this direction had not, of course, been quickly built up. In the days of the Roman Empire the native horse of England was extolled for his staying powers and speed. But the importation of Eastern stallions and mares, which began shortly after the Crusades and was of a specially important character during the reigns of James I and Charles II, imparted new qualities to the native stock. Racing began to develop very strongly in the early part of the sixteenth century, and in 1750 the Jockey Club was established at Newmarket. It was not until about forty years later that Messrs. Weatherby, with a view to correcting the then increasing evil of false pedigrees, published the first volume of the "General Stud-book." Since that day the interests of the breed have been strictly safeguarded. No horse or mare is now admitted to the "Stud-book" unless he or she can trace his or her pedigree without the slightest flaw to animals who were accepted for the earlier volumes of the book.

The soil and climate of England and Ireland have proved particularly well adapted to the breeding of the thoroughbred horse, but nothing has contributed so much to the uninterrupted development of the breed as the national keenness for racing. As early as 1609-1647, Henry VIII. laid out special paddocks at Hampton Court for the breeding of racehorses. Since his time the turf has usually included the reigning monarch among its active supporters.

SPORTING COUNCILS.

That the ownership of racehorses is by no means a profitable undertaking is well known. Very few owners are lucky enough to find a financial balance on the right side of the result of each season's racing. But the joy of occasionally possessing a good horse is ample compensation for many failures. The betting ring presents a sordid side to racing, but the majority of the leading owners of racehorses have higher ideals than the mere winning of wagers. Some of them indeed do not bet at all. It is largely by the enthusiasm of the Stanleys, the Grosvenors, the Bentincks, the Lowthers, the Villierses, the Lambtons, the Boscauwens, the Rothschilds, the Savilles, the Primroses, the Jards, the Castles, the Gordons-Lennoxes, the Duncans, the Fitzwilliams and other racing families that the British thoroughbred has arrived at its present standard of excellence. Apart from them, however, there are hundreds of minor breeders of bloodstock in England and Ireland, a large proportion of whom do not race their own horses but have entered into breeding as an industry and they depend upon the sale of young stock for their livelihood. The severe restrictions imposed on racing since the war have his small breeder very badly and many would have been ruined had racing been completely stopped. In the absence of any State subsidy for the production of the thoroughbred horse it is obvious that the business could not be profitably continued if the racing market were to be closed.

WASTE AT THE DOCKS.

GOING ON FOR MANY YEARS.

At a meeting of the East Ham Chamber of Commerce the chairman said that an official at the docks had told him that "when a large vessel is loaded with rice, he was found lying at the bottom of the hold, and that no one would take the responsibility for saving it. He understood that this often happened, and whatever was found in the cargo was thrown overboard." A member of the Chamber, who said he had had 30 or 40 years' experience of the docks, declared that "this kind of thing had been going on for donkey's years." He had seen thousands of tons of grain and wheat thrown overboard. It was decided to send a letter to Lord Rotherham, and also to ask the shipping companies to take steps to prevent this waste.

JAPAN'S POLICY IN CHINA.

CRITICISM BY DIET OPPOSITION.

Tokio, Jan. 30.

As usual on the eve of the meeting of the Diet the political parties met at noon on Sunday to issue their declarations.

The Kenseikai or Opposition party asserts that the Government has failed in its policy towards China; has not been sufficiently positive in its support to the Allies in the war, and also has been handling the finances of the country injudiciously. It says that the Government is not supported by the people, that it is unable to read the mind of the public, and that its diplomacy has always missed opportunities, but especially with regard to China, where it has interfered unjustifiably in domestic affairs. The announcement says that the Kenseikai party will endeavor to strengthen friendly relations with China. It urges more complete devotion to the purposes of the Allies in the prosecution of the war and advocates wiser expenditure on national defence.

ALLIES' WAR AIMS.

Viscount Kato, the leader of the Kenseikai, made a lengthy speech in which he paid a tribute to the courage and devotion of the Allies, especially France. He said that the dignified utterances of Mr. Lloyd George and President Wilson, clearly defining the war aims of the Allies, had given confidence to the whole world and were warmly welcomed in Japan. Japan continued to ensure the safety of the North and South Pacific and the Indian Ocean and was co-operating elsewhere with her Allies and assisting them financially. The statesmen of the country must be very careful in safeguarding the prestige of Japan, which must be affected by all the issues in Europe.

In conclusion, Viscount Kato outlined the shortcomings of the Terauchi Cabinet and indicated the general lines of the attack which will be made by the Opposition in the Diet, especially the inadequate naval programme and the failure of the Government's dealings with China.

The Seiyukai party, which is generally supposed to support the Government, announces a policy of strict neutrality and commits itself to nothing.

THE PLATFORM OF THE KOKUMINTO PARTY IS SIMILARLY NON-COMMITTAL.

All say, however, that the situation is critical and it is necessary for Japan to be extremely careful, especially in her dealings with China.

The parties are divided in the Diet as follows:—

Kenseikai	118
Seiyukai	180
Kokuminto	35
Uncertain	57.—Reuter.

G.P.O. AERIAL POSTS.

BETWEEN LONDON AND THE CAPITALS OF EUROPE.

"It is intended, as soon as the military position will admit, to institute international aerial posts between London and the principal capitals of Europe," Mr. Hingworth, the Postmaster-General, announced at the Mansion House at a meeting of the Bowland Hill Benevolent Fund.

Another promised innovation, when sufficient staff is available, is the nation-delivery system, which Mr. Hingworth said would be of great benefit to everybody.

He hoped his name would not become celebrated as the Postmaster-General who had to take the retrograde step of abolishing the Penny Post. "This had been under serious consideration more than once, but so far they had been able to surmount the difficulty. To his mind it was very doubtful whether a rise of prices would be followed by a substantial increase in revenue."

Col. A. M. J. Ollivier said that 8,000 men from the postal service had joined up. Over 6,000 men had been killed; there were between 2,000 and 3,000 widows and nearly 3,000 orphans. One of the battalions of the Post Office Rifles had been engaged in Flanders recently. Their losses were heavy, but they had distinguished themselves greatly, winning a V.C., a D.S.O., four M.C.'s and 14 other distinctions.

COUGHING INTO CONSUMPTION.

"A Cough Cough," but you stop it while it's ONLY a cough.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**

The finest preparation made for combating every cough. CURES any cough, but is only a cough. "Very palatable and easy to take."

DE AL CHAMBER

Price 2s 6d per bottle.

GERMAN ROTTENNESS AS SEEN BY TEUTONS.

The Vienna weekly "newspaper," "Der Morgen," which enjoys an almost phenomenal circulation, publishes an "open letter" to the German "humorous" weekly, "Simplicissimus," which establishes a record in journalistic frankness between two allied nations. The "Morgen" says:—

"You, with your Teutonic swine face, have inscribed on your banner the legend: 'For God, Kaiser, and Empire.' Who is this god of yours? A god of hatred, of devilish cruelty and grinning malice. Who is that Kaiser? An epileptic, a moral decadent, what is your empire? A band of shouting, medieval bullies."

"My dear Simplissimus, how you have changed your features! Once you were the anti-polar element in Germany. You set the rebellion of the spirit of freedom against all political, militarist, professional and sham-popular slavery, against all sorts of eunuchistic attempts at tyranny."

"Now you appeal to the people to buy war loan bonds, that war loan which has only been issued to fatten the very classes whom once you justly denounced. You are like a plucky bull-dog, which has transformed itself into a curish-tail-wagging sheep-dog, ready to crouch at the feet of its brutish masters."

"This is the sort of Germanism for which you stand to-day, dear Simplissimus—a Germanism so rotten that the stench of it threatens to poison the atmosphere of Europe and of the world."

"This extract is not complete without a delightful comment on it which has been made by most vitriolic of Pan-Germanic organs, the 'Deutsche Zeitung'—which, marvelous to relate, quotes 'Der Morgen's' article almost in full. It says:—

"There are certain things merely to touch which fill one with a profound and intolerable disgust. Nevertheless, this national feeling must be repressed when it is a question of matters whose origin can be traced to widely spread general conditions or sentiments."

"This tirade on the part of 'Der Morgen' is lower and more despicable than any we have ever yet met with, even in the pages of enemy newspapers."

"There will be those who are of opinion that this is but an isolated case of depravity which is not worth noting. We do not agree with this. We see in it the impudent expression of the ideas of a mass of contemptible detractors and haters of Germanism, who usually take good care to conceal their face behind the hypocritical mask of sympathy."

"This is why we have exposed this infamy."

THE ADJUSTMENT OF EXCHANGE.

A BRITISH LOAN IN JAPAN.

Tokio, Jan. 19.

An arrangement was concluded on the 16th between Sir John Bradbury, of the British Treasury, and Mr. Kengo Mori, the Financial Agent of the Japanese Government in London, for floating in Japan a new British Loan for ¥100,000,000, the whole of which will be subscribed by the Treasury's Deposit Bureau.

The Loan is principally for the purpose of adjusting exchanges, as before.

A new arrangement has been effected with the Indian Government, whereby Japan receives from the Indian Government rupees worth £2,000,000.

The balance of the Loan, Yen 80,000,000, will be sent to America from Japan for exchange adjustment purposes.

The new British Loan will be offered for public subscription when the market is suitable.

The Loan is welcomed here as being doubly beneficial as it means financial assistance to the Allies and also a good investment for Japan's gold. Furthermore the arrangement with the Indian Government is considered highly satisfactory as it will facilitate the purchase of Indian cotton and provide an Exchange fund in that connection.—Reuter.

DAIRY FARM NEWS.

CORNEED BEEF

AND

CORNEED PORK.

POT UP IN KANG AND HARRIS

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EXPORT OR STAMPS USE.

KEATING'S LOZENGES

NEW IN THE MARKET

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Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

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Colonial Merchants
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JOHNNIE WALKER: "What do they say?"
BLUE JACKET: "In Splendid Condition—Still Going Strong!"
Any reply?"

JOHNNIE WALKER: "Just say, 'Same with me!'"

JOHNNIE WALKER "White Label" 6 yrs. old.
JOHNNIE WALKER "Red Label" 10 years.
JOHNNIE WALKER "Black Label" 12 years old.
Guaranteed same quality throughout the world.

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All Modern Trains, Free Buses, Electric Lifts, Vans and Lighting.

European Bains and Sanitary Equipment.

Hot and Cold Water Systems throughout.

Best of Food and Service.

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ST. JOHN'S CATHEDRAL.

MEETING OF SEATHOLDERS
AND SUBSCRIBERS.

The annual meeting of seatholders and subscribers of St. John's Cathedral was held at the City Hall, last evening. The Bishop of Victoria, the Rev. G. H. E. Bowley, D.D., presided and was supported by the Rev. H. C. Moyle, Mr. F. B. L. Bowley (Hon. Treasurer), Mr. W. L. Pattenden (Hon. Secretary), Hon. Mr. Claud Severn, C.M.G., Mr. A. H. Harris, and Mr. N. J. Stabb.

The meeting was opened with prayer by the Cathedral Chaplain, after which the minutes of the previous meetings were read and confirmed.

Mr. F. B. L. Bowley, the Hon. Treasurer, said:—In presenting the annual account last year I had to inform the seatholders and subscribers that the expenditure had exceeded the income by \$375, and that we started 1912 with a small debit balance. Unfortunately this year the excess of expenditure over income is \$800, and it has been necessary to transfer the Reserve Fund of \$1,000 to the General Fund in order to meet this deficit. This disappointing result is not due to any lack of generosity on the part of the seatholders and subscribers, but to the fact that they are so few in number, the total number on the register being 123 only. There must be many hundred members of the Church of England and kindred Churches in this Colony in addition to this small number, including our American friends of the Episcopal Church, and I appeal to them to remember that the old Mother Church of the Colony is not, as in the case with most Cathedral and Parish Churches in England, possessed of endowments or titles. Our Cathedral is disestablished, and was never endowed. It is the duty therefore of every Churchman and Churchwoman in the Colony, although he or she may be prevented by military duties or other engagements from attending regularly at the Cathedral, to contribute towards its maintenance. Further if any Churchman or woman in the Colony has any cause to complain of the management of the Cathedral or conduct of its services, let them remember that the management is as far as possible based on a popular suffrage, and if each of them will send \$10 or more to the Treasurer they can cast their votes for a new Church Body and ventilate their complaints at such a meeting as this.

Although the year under review shows special expenditure on passage money for the Chaplain, who after 5 years' service received 6 months' well-earned furlough, we cannot anticipate any decrease in expenditure this year, as it has been decided to convert the Chaplain's stipend into local currency at 2/6 to the dollar, a decision which will I am sure meet with the approval of all who know what it is to live in this expensive Colony. Collections for Church Expenses are \$400 less than last year although the Christmas Day Collection was for the first time for many years devoted to this purpose; this is no doubt partly accounted for by the abandonment of the practice of retaining for Church Expenses a portion of each special collection—a practice which was condemned by the Bishop at last year's meeting, but the main cause is the extreme unpopularity of the collections for Church Expenses as compared with War Charities, an unpopularity which I hope members of the congregation will overcome during the present year. Rents of Stings and Subscriptions and Donations are practically the same as in 1912. Special Collections show an increase of \$870, and of the amount of \$4,505.35 appearing under this heading \$3,634.37 went to War Charities. This includes Mr. Fuller's Choral Service Collection of \$1,082 on Good Friday, which made a record up to that date, since eclipsed, however, by the sum of \$1,400 and \$10 contributed to the Mine Sweepers Fund this month.

On the Expenditure side I wish to mention that the item for Repairs includes the clearing and replanting of the compound, kindly undertaken by Mr. Tutchers and Miss Phoebe May, and the repair of the pathways, for which a debt of gratitude is due to Mr. Perkins. Mr. Tutchers has also been good enough to undertake the care of the compound in future. Capt. Carr, R.E. kindly contributed \$50 towards the Revised Bible, which cost \$59. The sum of \$498 has been transferred to the Assistant Chaplain Fund to make up a deficit.

So much for the General Fund. The Organ Fund calls for special mention on account of the fact that it was resolved in June last to rebuild and improve the organ at a cost of about \$7,000. An appeal was issued and met with a most generous response, \$5,558.82 being quickly raised. Mr. Blackett, an expert organ builder, has been engaged on this work for six months, but much remains to be done, and a further sum of over \$2,000 is still required to pay for the work in hand. Here again I should like to call attention to the generosity of the few, and the indifference of the many: the \$5,500 has been contributed by less than 100 individuals out of the thousands of lovers of Church music in the Colony. The remainder now have their chance of joining this generous band, and paying off the organ debt. In this connection I must mention the great liberality of our organist, Mr. Denman Fuller, whose musical enthusiasm and genius are so well known: in addition to devoting much time and skill to the care of the organ in the past and to its pending reconstruction and improvement, he has now presented to the Cathedral a complete electrically propelled blower of the latest type which valued at \$160 sterling.

This blower, which makes 1480 revolutions a minute and produces a current of 11 inches on the water gauge, enormously increases the wind power of the organ, which has hitherto suffered from inadequate wind supply and pressure. It also renders possible the use of pneumatic actions, and will enable the organist to obtain the fullest expression of the beauty and volume of this, the finest musical instrument in the Far East.

The Reserve Fund, as I have already said, has been absorbed into the General Fund. The Endowment Fund is unchanged, consisting of \$16,000 in 6% debentures. The income of this fund has hitherto been applied to the Assistant Chaplain Fund, and although unfortunately we have no longer an Assistant Chaplain, this income will be required this year to make good the deficit of the Assistant Chaplain Fund. The subscriptions to the latter fund fell off from \$1,545 in 1912 to \$798, and a sum of \$488 had to be transferred from the General Fund to balance this. In addition a further sum of \$800 has since been paid to our former Assistant Chaplain for salary and travelling expenses, so that \$1,288 is still required to close this Fund.

From these remarks it will be seen that there is plenty of work for the Treasurer whom you are about to elect for the present year, and I hope that although this is not a "War Charity," all Churchmen and women will be still more liberal in their gifts this year than they were in 1912.

The Hon. Mr. H. E. Pollock—I should like to ask with reference to the balance in hand of the Cathedral Organ Fund, what is the estimated further expenditure on the organ? Mr. Bowley replied:—The original estimate was \$7,000; up to date \$4,000 has been paid leaving \$3,000 still to be paid. I understand from Mr. Fuller there will be some extra expense incurred, including a small house to accommodate the blower which I think about \$300 ought to cover it.

Mr. A. H. Harris then proposed and Dr. SANDERS seconded, the adoption of the report and accounts.

Mr. PATTERDEN said he would like to propose a resolution that was not on the agenda. He felt that the present was a very opportune time for them to show their real appreciation by putting on record the great appreciation of Mr. Denman Fuller's services during the twelve years he had recently completed of his connection with the Cathedral. Mr. Bowley had told them of some of the work that Mr. Fuller had done and was now doing in connection with the organ and with the blower which he had kindly supplied for the organ. Mr. Fuller had done a lot of other work in the past that he thought he might say eclipsed "his work on the Cathedral organ. Most of the work on the organ had been done under very trying conditions and was quite outside Mr. Fuller's work as Cathedral organist. He remembered last summer one hot July afternoon he met Mr. Fuller going into the Cathedral to do something to the organ. Mr. Fuller suggested that he (the speaker) should go in and help him. He declined. Later, about 8 o'clock, he saw Mr. Fuller going away looking pretty well played out. That was only one occasion. He had seen Mr. Fuller come away from work in connection with repairing and tuning work when he looked as if it would have been very much better if he had been in his bed. He would just like to read a letter from Mr. Blackett for them to hear what that gentleman thought about Mr. Fuller. Mr. Patterson read a report by Mr. Blackett, which referred in terms of high appreciation to Mr. Fuller's work, but for which a satisfactory view of the organ at present would have been out of the question. He thought the management of the Church, the congregation and the whole community of Hongkong owed a debt of gratitude to Mr. Fuller for what he had done. It had been a labour of love, but it had also been very hard work.

Mr. A. H. COMPTON seconded the motion, which was cordially endorsed. Mr. DENMAN FULLER in reply said that as he was almost entirely responsible for the large expenditure which had been made on the organ since he had been organist of the Cathedral, and completely so for the way in which the money had been and was being spent, he would like to give a brief account of what had so far been done. When he came out he was faced with three problems. First, the organ, owing to age and climate, was in a bad state of repair; second, in design it was much out of date owing to the great advance which had been made in organ construction in the last 20, or 30 years; and lastly the wind supply was not sufficient. In coming to these conclusions he cast no reflections on the great and famous firm who built the organ. Most of the work was excellent, almost unapproachable today, and such shortcomings as were apparent were unavoidable. He had had an opportunity of receiving the state of things until Messrs. Walker and Sons sent out a man to erect the Marine Cathedral organ—an instrument which he subsequently had the honour of opening—and he at once approached the Church body, who empowered him to raise the necessary funds. His first duty was to see that the organ was put in good repair as it stood. When this was done he started work on a scheme, the ultimate object of which was to bring the organ completely up to date and place it amongst the finest instruments of the very first rank. Only part of the work was possible whilst Messrs. Walker's man was here, but none the less the work had proceeded step by step from that day to this as he could carry it out and as funds would allow. With the arrival of Mr. Blackett's completion of his scheme, however, possible and he was extremely relieved when the Church Body sanctioned the work being done, and undertook to raise the necessary funds. The problem of the blowing still remained, however. He had recognized for years that an electric blower was the only solution, but as he

had already let the Church Body in for a heavy expenditure on the organ itself the moment did not appear a propitious one for speaking of the large expenses an electric blower would entail, lest he should impair his scheme; moreover he did not know in the least where a blower was to come from. Mr. Blackett and himself spent many hours in anxious discussion of the subject, for he knew that the completed organ without the means of producing an adequate wind supply had about as much use as the blower without the organ. However, owing to the skill and ingenuity of Mr. Blackett, a solution of the difficulty had been found in the blower he now had been able to present to the Cathedral and he was glad to say the Cathedral now possessed a most powerful blowing installation which was more than equal to the demands that could be made of it. He could hardly over-estimate the results, which this adequate wind supply made possible. Much heavier pressure could be put on and for the first time the Diapasons, for which the firm of Walker was so famous, would be heard in all their magnificence and power. Pneumatic action was being put in which made possible the extension of the resources of the instrument, besides which the heavier pressure would much improve the tone of the reeds in particular. He did not propose to go into the almost unendurable difficulties that had been encountered in the progress of the work or to give more details of what was being done, but he would be very happy to show the instrument to any who were interested. He hoped the organ would be formally reopened in March and he thought then they would agree with him that the instrument was one which was not only an asset to the Cathedral but to the Colony generally. He would like to take the opportunity of acknowledging the great skill and ingenuity of Mr. Blackett and he thought the Trustees of the Cathedral, no less than the congregation and himself, were highly fortunate in having been able to obtain the services of so skilled and conscientious a gentleman.

(Applause). In conclusion he was seeing the rapidly approaching completion of a scheme which it had taken him ten years of constant effort to carry through. He thanked them very sincerely for the vote of thanks that had just been passed. He could only say that if it had been his privilege to do something for the Cathedral and for the advancement of musical life of the Colony he was more than gratified.—(Applause).

THE CHURCH BODY.

The election of the lay members of the Church Body of the Cathedral was then proceeded with.

The Hon. Mr. H. E. Pollock proposed the re-election of the same six Lay Members as last year with Mr. F. B. L. Bowley, Hon. Treasurer, and Mr. W. L. Pattenden, Hon. Secretary. Bishop LANDER then stated that Mr. A. H. Harris and Mr. E. V. D. Part were not desirous of standing for re-election, and also that Mr. W. L. Pattenden would only be prepared to stand provided he was not asked to act as Hon. Secretary.

A ballot was then taken and the following Lay Members were elected:—Messrs. F. B. L. Bowley, A. H. Compton, W. L. Pattenden, N. J. Stabb, Professor Earle and the Hon. Mr. Claud Severn, C.M.G.

The Hon. Mr. H. E. Pollock and Mr. A. H. Harris acted as scrutineers. On the motion of Mr. W. L. Pattenden, seconded by Mr. G. Hogo, Mr. H. C. SANDFORD was elected as auditor.

A MOTION WITHDRAWN.

A resolution that the income of the Endowment Fund be applied to General Expenses in future was withdrawn.

THE SIDE CHAPEL SCREEN.

Professor EARLE proposed and Mr. BOWLEY seconded that the sum of \$134.48, received from the National Mission, be applied towards the completion of the screen of the side Chapel.

The Bishop mentioned that the sum was not sufficient for the purpose, but Mr. Claud Severn and others had promised to help.

THE QUESTION OF FREE SEATS.

A resolution that all seats in the Cathedral shall be reserved, five minutes before each Sunday morning service was moved by Mr. BOWLEY and seconded by Dr. SANDERS.

The Hon. Mr. CLAUD SEVERN pointed out the difficulty of Peak residents who, if they caught the 10.50 train, could not get to their seats in time. He moved an amendment that the bell should cease at 11 o'clock and the service commence at three minutes past.

This would give seatholders time to reach their seats and would also allow three minutes in which seats would be free.

Mr. N. J. STABB seconded. Mr. BOWLEY pointed out that the amendment took them back to the original regulation governing the Cathedral. Some of them had been trying for the past twelve months to get it altered, but it would probably save confusion if they reverted to it.

Professor EARLE moved that all seats be free, mentioning that there was an increasing movement at home in favour of free seats. He suggested that those who paid the seats should continue payment in the form of subscriptions.

Hon. Mr. CLAUD SEVERN said it was not practicable and therefore he could not support it.

The Hon. Mr. CLAUD SEVERN amendment was put to the vote and carried.

A resolution that all seats shall be free at each Sunday evening service was moved by the Bishop and seconded by Professor EARLE.

Mr. POLLOCK asked if there was any special reason why there should be a different rule for the evening service.

The Bishop replied that there was not, but as they could not get all free seats they were going for half. Half a seat was better than no seat.

Professor EARLE thought the congregations were small at the evening service. People were inclined to stay in for that service, but made it their duty to attend in the morning.

Mr. POLLOCK said those who stayed in could not expect to find room. The Hon. Mr. CLAUD SEVERN said it would be a very happy day when there were not sufficient seats in the Cathedral.

Mr. DOWNING moved an amendment that the same rule as that for the morning service be applied.

Mr. POLLOCK seconded, but this amendment was lost and the original motion was subsequently carried.

A GIFT TO THE LATE ASSISTANT CHAPLAIN.

Mr. PATTERDEN mentioned that when the Rev. H. G. H. Griffiths left it was felt that he should be given something as a mark of appreciation of his work, and subscriptions were obtained which enabled him to send a draft of £75. He had received a letter from Mr. Griffiths asking that the money be devoted to the building of a parish room in the Cathedral compound or to some other object.

The donation was gladly received, and its disposal was left to the Church Body.

A FORTHCOMING CONFERENCE.

Bishop Lander retired to a conference which was being held in Shanghai in April, in connection with the consecration of Chinese Bishops to take the place of English Bishops. The Cathedral had been invited to send four representatives and he thought it would be a good thing to select four lay representatives.

ON THE SUGGESTION OF MR. HARRIS.

The selection was left to the Church Body to decide.

A GENERAL VOTE OF THANKS.

The Rev. COPLEY MOYLE proposed a vote of thanks to the Church workers; to the Bishop and the clergy who had helped during the past year, to the lay members of the Church Body, to the Hon. Secretary and Hon. Treasurer, to those who had acted as servers at the early celebrations of the Holy Communion; to members of the choir and sidemen; the Sunday School teachers; the ladies who had looked after the brass and linen of the Cathedral; the Hon. Treasurer of Church Notes, Mrs. Goldsmith; and to the Hon. Treasurer of the Flower Fund, Mrs. Pollock.

The meeting then closed with a short prayer.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

The result of the third of the series of Club Championship races for the One Design and Hayward Hays and Gael Classes was decided last Saturday afternoon with the following results:—

Course:—Trossack Rock (P), North Fairway Buoy (P). Distance: 8½ miles. Yacht. Course. Time. Time.

Daphne.....Scratch 5 09 08
Bella....." 5 13 19
Ailsa....." 5 07 22
Halcyon....." 5 13 47

BETWEEN HAYS AND GAEI CLASSES.

Course:—Trossack Rock (P), North Fairway Buoy (P). Distance: 8½ miles. Yacht. Course. Time. Time.

Lady Ursula.....Scratch 5 30 20
Layna....." 5 33 45
Lybeth....." 5 33 23
Dorothy....." 5 56 28
Tourette....." 5 31 29
Gael....." 5 35 53
Asthore....." 5 49 48

POSITION. Pts. for race. Pts. to date.

(1) Lybeth.....8 14
(2) Tourette.....6 22
(3) Daphne.....5 13
(4) Ailsa.....4 11
(5) Lady Ursula.....3 13
(6) Asthore.....2 7
(7) Dorothy.....1 5

THE SECOND OF THE SERIES OF CRUISER CHAMPIONSHIP RACES WAS HELD OFF ON SUNDAY AND RESULTED AS UNDER:

COURSE:—DUNBELL ISLAND (CHEUNG CHAP) (S). DISTANCE: 23 MILES. START AND FINISH: MURRAY PIER.

Yacht. Course. Time. Time.
Lady Jane.....Scratch 6 40 30
Ocene....." 7 20 50
Dorothy II....." 14 40 D.N.P.
Helen....." 14 40 D.N.P.

POSITION. Pts. for race. Pts. to date.

(1) Ocene.....6 13 38
(2) Lady Jane.....5 15 55
(3) Helen.....4 15 55
(4) Dorothy II.....3 15 55
(5) Lady Jane.....2 15 55
(6) Helen.....1 15 55

COURSE:—DUNBELL ISLAND (CHEUNG CHAP) (S). DISTANCE: 23 MILES. START AND FINISH: MURRAY PIER.

Yacht. Course. Time. Time.
Lig Gale.....Scratch 6 40 30
Yera....." 6 40 30
Yera....." 6 40 30
Yera....." 6 40 30
Yera....." 6 40 30
Yera....." 6 40 30

POSITION. Pts. for race. Pts. to date.

(1) Yera.....6 13 38
(2) Yera.....5 15 55
(3) Yera.....4 15 55
(4) Yera.....3 15 55
(5) Yera.....2 15 55
(6) Yera.....1 15 55

SOMETHING TO REMEMBER.

In buying a cough medicine, let children bear in mind that Chamberlain's Cough Remedy is the best for colds, croup and whooping cough, and that it contains no harmful drugs. For sale by all Chemists and Grocers.

THE COMING RACES.

TRAINING TIMES.

January 30th.

DERBY GRIFFINS.

Lusitanian Pearl (f), 42, 1.17, 1.48.3.
Navand and Korand (f), 40, 1.15, 1.50, 2.30, 3.05.1.

Tytam Chief (f), 42, 1.19, 1.53.3, 2.28.

Maybe (f), 40, 1.18, 1.50, 2.28.1.

Lucky Sand (c), 43, 1.27.1, 2.09.1, 2.41.4.

Shatin Chief (f), 37, 1.18, 1.54, 2.25.1.

Unique Dahlia (c), 35, 1.09.4, 1.46.8, 2.20.1.

Wild Cat and Gentle Cat (c), 35.8, 1.10.2, 1.43.1, 2.18.4.

Salamander (f), 38.2, 1.19.1, 1.57.1, 2.30.1.

Conquest Dahlia (c), 35, 1.11.2, 1.47.2, 2.21.

Rock Sand (c), 34, 1.10, 1.47.2, 2.20.1.

Persian Cat and Siamese Cat (c), 39.4, 1.17.2, 1.53.1, 2.30.

Fanning Chief (f), 38, 1.18, 1.49, 2.23.

OLD PONIES.

Windsor Dahlia (c), 35, 1.12, 1.47.1, 2.21.1, 2.53.

Glorious Pearl (c), 40, 1.16.4, 1.43, 2.14.

Tid (c), 38.1, 1.14, 1.40.4.

Attraction Dahlia (c), 37, 1.13.4, 1.47.3, 2.19.

Perfection Dahlia (c), 34.1, 1.10.1, 1.46, 2.19.4.

Star of Doon (f), 41, 1.20, 1.50.4.

Sandy (c), 38.2, 1.18.1.

Dandy Dahlia (c), 38, 1.13, 1.44.

Xmas Light and Beacon Light (c), 43, 1.20, 1.55.1, 2.27.2.

Fairy Light (c), 30.2, 1.15.8, 1.50.2, 2.22.1.

Royal Sand (c), 41, 1.20, 2.00, 2.38, 3.16.1, 3.41.3.

Merry Sand (c), 35.4, 1.11.1, 1.45.2.

SUBSCRIPTION GRIFFINS.

Black Cat and Tabby Cat (c), 44.3, 1.20, 1.58.1, 2.29.4.

Rock Moon (f), 40, 1.17, 1.55, 2.28.4.

Bijland (f), 37, 1.12.1.

Haggis (c), 43.1, 1.22, 1.57.4, 2.20.1.

Ebony Pearl (f), 38, 1.10, 1.41.2, 2.30.2.

Puff Box (f), 40.8, 1.19, 1.56.2, 2.30.2.

Siamese Dahlia and Sunstar Dahlia, 34, 1.10, 1.48.1, 2.21, 2.57.1.

Snuff Box (f), 40, 1.17, 1.53.1, 2.24.2.

THE DERBY ENTRIES.

The entries for the Annual Race Meeting are now published, and appear to be quite as numerous as usual. The entries for the Derby are considerably in excess of the usual number. Nine stables are represented by 27 ponies. They are as follows:—

Mr. Adamerie.....Wild Cat.

do.....Gentle Cat.

do.....Siamese Cat.

do.....Persian Cat.

do.....Black Cat.

do.....Gentle Cat.

Mr. Dryadust.....Andrew.

do.....Salamander.

do.....Maybe.

Mr. Henry Humphreys Grey Mouse.

do.....Church Mouse.

Sir Ellis Kadocrie.....Tytam Chief.

do.....Fanning Chief.

do.....Shatin Chief.

Messrs. L. & B.....Lusitanian Pearl.

Mr. Nemazee.....Korand.

do.....Navand.

Sir Paul.....Conquest Dahlia.

do.....Unique Dahlia.

do.....Bantam Dahlia.

do.....Modesty Dahlia.

Mr. John Peel.....Domino.

do.....Xmas Day.

do.....New Year.

Mr. George Sand.....Rocksand.

do.....Lucky Sand.

do.....Dainty Sand.

do.....Dragon Sand.

VICTORIA REGATTA.

The Victoria Regatta is to be held on February 19th. Rowing events will include a tub scull race, inter-club pairs (for a challenge cup presented by Mr. H. Percy Smith), police race, inter club fours, naval gigs and whalers, the Nathan Cup, dinghy race, international fours and a race for Chinese sampans and finally a race for four for a Chinese Cup. So far three entries have been sent in for the International race—English, Portuguese and Dutch crews.

The sailing events include a race for the handicap class, one-design class, Hayward Hays and Gael class for yachts, and also a race open to all classes of sailing boats of the Colony and for Chinese sampans.

The entries for the Regatta close on February 9th.

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Gambling has been openly carried on for the last few months in the most prominent parts of Hongkong and the principal streets of the Colony. The police have been given out about the action.

HARPER'S BALSAMIC
COUGH LINCTUS.

The mild and soothing influence which this preparation has, classifies it among the most valuable of its kind in cases of Cough, Asthma, Bronchitis, Shortness of Breathing, or Difficulty of Expectoration; and while it removes the accumulation of phlegm from its Tonic and Astringent virtues it prevents its formation, and allays irritation of the membranes of the throat and chest, rendering those delicate parts less susceptible of future irritation and disease.

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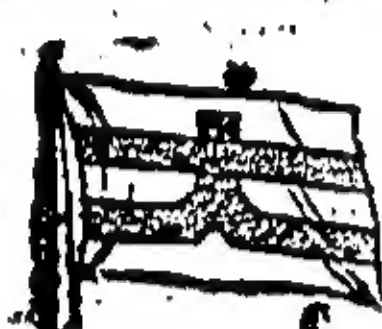
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"MAYILA MARU".....Saturday, 9th Feb. at 3 p.m.
"CHICAGO MARU".....Tuesday, 15th Feb. at 3 p.m.
"MEXICO MARU".....Thursday, 25th Feb. at 3 p.m.FORMOSAN LINE.—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.
"SOSHU MARU".....Thursday, 31st Jan. at 8 a.m.
"KAUO MARU".....Sunday, 2nd Feb. at 10 a.m.
"AMAKUSA MARU".....Sunday, 10th Feb. at 10 a.m.
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Prinses Juliana	14,000	6th March.
To JAVA and SINGAPORE		
Wille	8,000	4th February.
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FOR	STEAMERS	TO SAIL
SHANGHAI	SUNGLING	Jan. 31, at 3 p.m.
SWATOW & BANGKOK	LUCHOW	Feb. 1, at Noon
SHANGHAI	SHUNTUNG	Feb. 2, at 3 p.m.
TSINGTAO, WEIHAIWEI & CHEFOO	HEICHOW	Feb. 3, at 3 p.m.
SHANGHAI	SUNGLING	Feb. 4, at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Amidships; Electric Lights and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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For	STEAMERS	To Sail
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HAIPHONG	LUKANG	FRIDAY, Feb. 1, at 7 a.m.
MANILA	YUKESANG	FRIDAY, Feb. 1, at 3 p.m.
MANILA	LOONGSANG	FRIDAY, Feb. 6, at 3 p.m.

CALCUTTA LINE.—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.
Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon. This line is temporarily discontinued owing to the war. Particulars on application.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports. A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports vary Friday.

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OAKLEY'S WELLINGTON KNIFE POLISH

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POLYBRILLIANT METAL POMADE

NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, Wellington, N.Z.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers, Electric Lights and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days)

STEAMERS	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgkins	SUNDAY, 3rd Feb. at 10 a.m.
HAICHONG	Capt. J. W. Evans	FRIDAY, 8th Feb. at 12 Noon.

Calling Amoy Passengers only.

SWATOW

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co., General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	9th February.
FERSIA MARU	9,000	22nd February.
KORRA MARU	18,000	2th March.
SIBERIA MARU	18,000	22nd March.
TENYO MARU	22,000	
NIPPON MARU	11,000	

† Omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA,

CALLAO, ARICA AND IQUIQUE.

Thence by Trans Andean Route to Buenos Aires.

Steamers	Tons
KIYO MARU	17,200
SEIYO MARU	14,000
ANYO MARU	18,500

Tickets are interchangeable with the Canadian Pacific Ocean Services Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports or call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—
T. DAIGO, AGENT, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT
TO ALTERATION.

DESTINATION.	STEAMERS	SAILING DATE.
VICTORIA, B.C. & SEATTLE via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA	SUWA MARU, Capt. Sekine, Tons 21,000	(WEDNESDAY, 13th Feb., at Noon.
NAGASAKI, KOBE & YOKOHAMA	FUSHIMI MARU, Capt. Izawa, Tons 21,000	(WEDNESDAY, 13th Mar. at Noon.
SHANGHAI, KOBE & YOKOHAMA	TANGO MARU, Capt. Akamatsu, Tons 22,400	(FRIDAY, 10th Feb. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	KAMO MARU, Capt. Shimidzu, Tons 18,000	(MONDAY, 11th Feb. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	SEIYO MARU, Capt. Takano, Tons 18,500	(WEDNESDAY, 20th Feb. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU, Capt. Trade, Tons 10,000	(SATURDAY, 2nd Feb.

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S

OFFICE.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA

SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE

CALCUTTA via SINGAPORE, PENANG & BANGKOK

BOMBAY via SINGAPORE, MALACCA AND COLOMBO

Wireless Telegraphy.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.

(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON

For dates of departure and further information apply to

NIPPON YUSEN KAISHA

B. MORI, Manager.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

The Homeward Mail Steamer carrying His Majesty's Mails will be despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncoming steamer for Marseilles and London.

Passes will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates etc. apply to

E. V. D. PARR, Superintendant.

Hongkong, Nov. 23, 1917. 2318

NOTICES TO CONSIGNEES

JAVA PACIFIC L.I.N.

JAVA-CHINA-JAPAN L.I.N.

NOTICE TO CONSIGNEES.

THE Steamship "BINTANG".

Having arrived from SAN FRANCISCO, Consignees of Cargo are hereby notified that all Goods are being landed at their respective Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. when and/or from the Wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after noon the 31st January, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 4th February, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th January at 10 a.m. by the Company's surveyors, Messrs. Godard & Douglas.

No insurance whatsoever has been effected.

Bills of Lading will be counter-signed by

JAVA-CHINA-JAPAN L.I.N., Agents.

Hongkong, Jan. 23, 1918. 83

THE LONDON DIRECTORY.

(PUBLISHED ANNUALLY)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the Directory contains lists of EXPORT MERCHANTS with the goods they ship, and the Colonial and Foreign Markets they supply.

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings.

PROVINCIAL TRADE NOTICES

of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Orders for 25s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £2.

The London Directory Co., Ltd., 25, ABchurch Lane, LONDON, E.C.

AGENTS.

LONDON.—WILLIAM SLATER, 45 Great Russell Street; W. & F. ALLEN, 11 & 12, Old Bailey; L. & CO., Ltd., 13, Queen's Road, Victoria St.

CLARENCE, SON & ELLIOTT, 25, Great Church St. E.C. 4; STEVEN & CO., 17, St. Andrew's, London & County, 45, St. Bride St. E.C. 4; ROBERT WILSON, 150, Fleet Street; C. MITCHELL & CO., 8, New Ed. Hall, Holborn, Victoria, E.C. 4; KETTER & CO., 8, Fleet Street; E.C. 4; MATHUR & CROWDER, Ltd., 10, 11, 12, New Bridge St. E.C. 4.

SOUTH AFRICA.—FRED L. SMITH, 8, Trafalgar St. & David Street, Edinburgh.

PARIS AND EUROPE.—MATHUR & CROWDER, Ltd., 15, rue de la Grange, Paris, France.

NEW YORK.—T. B. BROWN, Ltd., Melian Hall, West 44th Street, New York City.

SAN FRANCISCO and American Ports generally.—HALL & PLACE, San Francisco.

FOUCHON.—PROBERT & CO., 1, Victoria St., London.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & JOHN, 11, Bourke and Sydney.

CEYLON.—W. M. SMITH & CO., The Associated Press, Colombo.

SINGAPORE, STRAITS, &c.—KELLY & CO., Ltd., Singapore.

PHILIPPINE ISLANDS.—A. H. WATSON & CO., Manila.

SHANGHAI.—MORSE, KELLY & WATSON, Ltd.

JAPAN.—MORSE, KELLY & WATSON, Ltd. & Co., Yokohama.

DARTMOUTH.—MORSE & CO., Ltd.

THE CHINA MAIL, LTD., 11, Broad Street, London, E.C. 4.

SHIPPED

Class: Proof Date: 11/11/19

HONGKONG DEFENCE CORPS.

Administrative Orders by Major H. A. Morgan, Administrative Commandant.

LECTURE.

At Headquarters, Friday, 1st February, at 8 p.m. Subject, Map Reading and Field Sketching.

Orders for Artillery Company by Captain J. H. W. Armstrong, V.D.

Parades at Belcher's Battery. THURSDAY, 28th instant—7.30 a.m. Right Half Company, L. Gun detachment as detailed. 8.15 p.m. Left Half Company, Layers and Sappers Class only. FRIDAY, 1st February—7.30 p.m. Right Half Company, Full Parade. 8.15 p.m. Left Half Company, Full Parade. SUNDAY 3rd February—Right and Left Half Companies. Full charge practice at Belcher's Battery, parade at 9 a.m.

Orders for Engineer Company by Captain W. Russell.

25th inst. to 1st February. E. L. Manning, night duty at Belcher's and Lyceum. Parades as per Rosters posted at Headquarters. Engine drivers at 8.45 p.m. Electricians at 9.00 p.m. COMMUNAL AND NEW BATT. Belcher and Lieut. Mathewman. Lyceum, Captain James. Stonecutters, Lieut. Stevenson.

LECTURE. A lecture on Musketry will be given by the Adjutant at Headquarters on 29th inst. at 8.30 p.m. All N.C.O.'s and men (other than Quarry Bay residents) not on first relief to attend. A lecture on Musketry will be given by the Adjutant at Quarry Bay on 31st inst. at 8.30 p.m. All N.C.O.'s and men on first relief to attend.

MUSKETRY. N.C.O.'s and men of Nos. 1 and 2 Sections, as notified by the Company Sergeant-Major, will fire at King's Park Range on Sunday, 3rd February. Detail at Belcher's Relief for February, 1918, is posted at Headquarters.

Orders for Infantry Battalion by Major H. A. Morgan. PARADE. "A" Company. THURSDAY, 28th instant—8.15 p.m. No. 3 Platoon, at Headquarters. Musketry instruction dress drill order with pouches. "B" Company. THURSDAY, 28th instant—8.30 p.m. No. 5 Platoon. Annual Musketry Course, Part 2, Practices 15 and 16, at King's Park Range. Dress, drill order with pouches. FRIDAY, 1st February—8.30 p.m. No. 7 Platoon, at Headquarters. Musketry instruction. Dress, drill order with pouches. MADONN'S GUN COMPANY. Dress for all parades, clean fatigues with puttees. THURSDAY, 28th instant—8.10 p.m. Drill at Headquarters. The following men only need attend: Foss, Logan, McKenna, Finnet, Field and Stapleton. FRIDAY, 1st February—8.10 p.m. Parade at Headquarters for N.C.O.'s only.

THURSDAY, 28th instant—8.15 p.m. At Jockey Club Stables. Dress, drill order without puttees.

SIGNALING SECTION. THURSDAY, 28th instant—8.15 p.m. Left Half Section (except those who have not completed T.E.T.) at Headquarters. Signaling practice. Dress, clean fatigues. FRIDAY, 1st February—8.15 p.m. Right Half Section and those of Left Half who have not completed Tests of Elementary Training, at Headquarters. Musketry instruction. Dress, drill order with pouches. Sergeant Oxberry and Corporal Grimes will attend.

RECRUITS. FRIDAY, 1st February—8.15 p.m. All units, except "D" Company, on Murray Parade Ground, Musketry instruction. Dress, drill order with pouches. Sergeant Oxberry and Corporal Grimes will attend.

"D" COMPANY. FRIDAY, 1st February—8.15 p.m. Nos. 3 and 4 Sections, on Murray Parade Ground, Musketry instruction. Dress, drill order with pouches. Orderly Officer from 27th to 29th Feb. Lieut. Evans-Jones. Orderly Officer from 30th to 31st Feb. Lieut. Evans-Jones. Until further order, the Mounted Section and Machine Gun Company will count as one unit for Guard duties.

G. E. STEWART, Captain, Adjutant, H.K. Defence Corps.

STRAIGHT AS IT IS. HERE is no use of our "beating around the bush." We might as well get it out with it first. We want you to try Chamberlain's Cough Remedy the next time you have a cough or cold. There is no reason for us to see why you should not do so. This remedy has been tried and tested and has gained a world-wide reputation, and people everywhere speak of it in the highest terms of praise. It is for sale by all Chemists and Druggists.



The Typewriter of Triple Service—

Letter Writing.

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all in one.

More work with less effort.

ALEX. ROSS & Co.,

4, Des Vaux Road Central.

HONGKONG POLICE RESERVE.

Orders issued by Mr. F. C. Jenkin, D.S.P. (R.).

ROUTE MARCH.

All ranks (except those on duty on that day) will parade in Connaught Road, opposite Queen's Statue Square, at 8.30 p.m. on Tuesday next, February 28th, for march through No. 2 Police District (Wanchai). Helmets to be worn. Ambulance will parade with stretchers. Inspectors will carry swords.

DEFERMENT.

The attention of Discipline Officers is drawn to the fact that all Report Sheets must be returned to Staff Inspector Potter and not to A.S.P. Franks. By Order, T. F. House, A.S.P. (R.) and Adjutant.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1918.

METALS

of all kinds, especially for shipbuilding and engineering works. Largest and best assorted stock in the Colony.

SINGON & CO.

(ESTABLISHED A.D. 1880).

HING LUNG ST. Phone 515.

HALF-TONE AND

LINE BLOCKS.

FOR ADVERTISEMENTS,

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CAREFULLY AND ACCURATELY

PRODUCED.

Orders may be placed with the CHINA MAIL OFFICE.

THE CALENDAR.

MEMO. FOR TO-DAY.

8.15 p.m. Concert at Helena May Institute.

8.15 p.m. Performance of Horace Goldin at Victoria Theatre.

GENERAL MEMORANDA.

THURSDAY, Jan. 31—9.15 p.m. Horace Goldin & Co. at Victoria Theatre.

FRIDAY, Feb. 1—Noon—Prize-giving at Belcher's Public School.

2.30 p.m. Auction of Chinese, Portuguese, Curio, &c. by Hughes & Bough, at Old Post Office Building.

SATURDAY, Feb. 2—3.15 p.m. Formal opening of Tyiam Tuk Reservoir.

9.15 p.m. Concert at Theatre Royal by A. Mirovitch and M. Piastro.

MONDAY, Feb. 4—12 noon—Prize-giving at Ellis Kadourie School.

TUESDAY, Feb. 5—11.30 a.m. Union Waterboat Co. Annual Meeting of Shareholders.

WEDNESDAY, Feb. 6—Prize-giving at Queen's College.

THURSDAY, Feb. 7—9.15 p.m. Concert at Theatre Royal by A. Mirovitch and M. Piastro.

SATURDAY, Feb. 9—11.30 a.m. Humphreys Zeale & Finance Co. Annual Meeting.

MONDAY, Feb. 11—Chinese New Year.

MONDAY, Feb. 11—Hongkong Jockey Club Races.

TUESDAY, Feb. 12—Second day of Races.

WEDNESDAY, Feb. 13—Third day of Races.

POST OFFICE NOTICES.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Force) and to Abyssinia, Bagdad, Eritrea, French Somali Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

LOCAL AND REGULAR MAILS

OUTWARD.

For Week-Days SUNDAYS & HOLIDAYS

Fal O. 5.00 P.M. 9.30 A.M.

Fal P. 10.00 A.M. 9.30 A.M.

Chung Chow 7.30 A.M. 3 P.M.

Shanghai 4.00 P.M. 4.00 P.M.

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FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.

Quarter hour, 10 cents

Half hour, 20 "

One hour, 35 "

Three hours, 50 "

Six hours, 70 "

Day (8 a.m. to 8 p.m.), \$1.00

If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 8 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.

Hour, 0.60 cents

Three hours, \$1.00

Six hours, 1.50

Day (8 a.m. to 8 p.m.), 2.00

III.—In the Hill District.

With 2 Bearers With 4 Bearers.

Quarter hour, \$0.15 \$0.30

Half hour, 0.20 0.40

One hour, 0.30 0.60

Two hours, 0.50 0.80

Three hours, 0.70 1.00

Six hours, 1.00 1.50

Day (8 a.m. to 8 p.m.), 1.50 2.50

IV.—In the Island of Hongkong engaged by in Victoria.

Ten minutes, 5 cents

Quarter hour, 10 "

Half hour, 15 "

One hour, 20 "

Every subsequent hour, 20 "

Note.—If the ricksha is engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.

Quarter hour, 5 cents

Half hour, 10 "

Hour, 15 "

Every subsequent hour, 10 "

III.—Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the hire causes the journey to take longer than—

To 4th mile—single—75 cents—1 hour.

return—1.00—2 hours.

Beyond 4th to 6th mile—single—1.00—2 hours.

return—1.50—4 hours.

Beyond 6th to 8th mile—single—1.50—3 hours.

return—2.00—5 hours.

Beyond 8th to 10th mile—single—2.00—3 hours.

return—2.50—5 hours.

Fares for journeys beyond the 10th mile to be a matter of previous arrangement in each case.

The fares hereinafter set out apply to one ricksha with three coolies from Tsim Sha Tsui.

II.—In the City of Victoria.

Not exceeding per passenger.

From Slaughter House to Sailors' Home 04 cents.

From Sailors' Home to Government Civil Hospital 04 "

From Government Civil Hospital to Clock Tower 04 "

From Clock Tower to Race Course 10 "

From Clock Tower to Bay View House 12 "

From Bay View House to Quarry Bay 08 "

From Quarry Bay to Bay View House 06 "

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